

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU.....	BOMBAY, SINGAPORE and COLOMBO.....	To-morrow, 16th May, at Noon.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SUNDAY, 21st May, at 4 P.M.
FUTAMI MARU.....	NAGASAKI, KOBE and YOKO.....	THURSDAY, 25th May, at 4 P.M.
KASUGA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 26th May, at 4 P.M.
*IDZUMI MARU.....	(SEATTLE, WASH. U.S.A., via KORE, YOKOHAMA & VICTORIA, B.C.)	THURSDAY, 1st June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 11th May, 1899.

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,
Crude, Semi-refined and Refined.

ORDERS SOLICITED and LOWEST PRICES QUOTED.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,

SOLE AGENTS.

Hongkong, 9th December, 1898.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a cure for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & CO., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA: WATKINS & CO.,

APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.

TO THE DEAF!

A RICH LADY, cured of her deafness, and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent 1/1000 to his Institute so that Deaf Persons who may not be able to move the Ear Drums may have them free. Apply to Dr. NICHOLSON, 10, C. BRIGHT, Secretary, 10, C. BRIGHT, London, &c.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & Co.

Hongkong, 1st September, 1896.

[37]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,

21 & 23, QUEEN'S ROAD, HONGKONG,

35, WATER STREET, YOKOHAMA

and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898.

[42]

THE LEADING CATERERS.

COMPARE OUR

MEMU BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

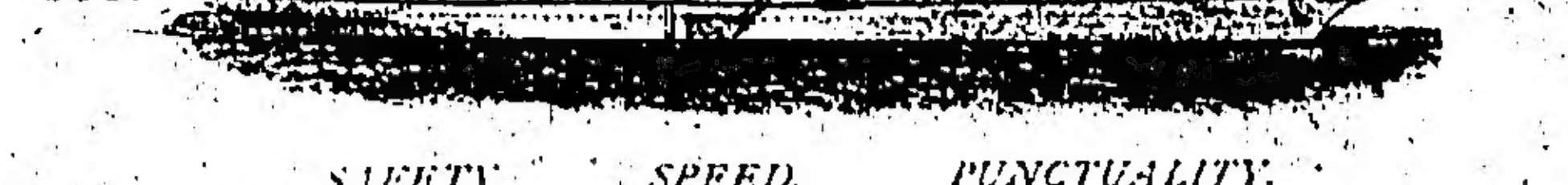
Hongkong, 1st September, 1897.

[39]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

1899.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 17th May, 1899.

EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 24th June, 1899.

EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th June, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the DURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th April, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 20th May, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on SATURDAY, the 20th May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Mexico, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th March, 1899.

[1310]

MITSUBUSANKAISHA.

No. 6, Ice House Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agencies: Milki Coal Mines, Ohmura Coal Mines, Kanagawa Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan Cotton Cleaning and Wkg. Co., Shanghai Onoda Cement Company, Japan Kanagawa Cotton Spinning Mill, Japan Tokyo Milk Cotton Spinning Mill, Japan Tokyo Cotton Spinning Mill, Japan Hayashi Clock Factory, Hongkong, 11th December, 1898.

[115]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for ISTAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA" Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silks and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 13th May, 1899.

[5]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle... 3,750 J. McGilivray... May 30.

Olympia... 2,837 J. Truebridge... June 17.

Victoria... 3,302 J. Pantan... July 4.

Tacoma... 2,811 A. Dixon... July 29.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Lemov... 3,677 J. Williamson... June 3.

Columbia... 2,976 N. Moncur... July 8.

Nonmonthshire... 2,874 W.A. Evans... July 22.

Lemov... 3,677 J. Williamson... Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDNESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or., (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 12th May, 1899.

[6]

FOR SAN FRANCISCO.

THE "QUEEN MARGARET" Master will sail for the above Port and will have quick despatch.

For Freight apply to SHERMAN, SMITH & Co., Hongkong, 10th May, 1899.

[1151]

Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*HEIDELBERG.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	24th May.	Freight and Passage.
*SIBIRIA.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	About 30th May.	Freight and Passage.
Hildebrandt.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	May.	Freight and Passage.
BAMBERG.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	About 15th June.	Freight and Passage.
Voss.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	About 25th June.	Freight and Passage.
*KONIGSBERG.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	About 25th June.	Freight and Passage.
Christensen.....	HAYRE and HAMBURG (London with transhipment in HAMBURG)	About 25th June.	Freight and Passage.
DEIKE.....	NEW YORK via SUEZ CANAL.	About 25th July.	Freight.
RICKMERS.....	NEW YORK via SUEZ CANAL.	About 25th July.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

[981]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 27th May, at Daylight.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 22nd June, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO-DE-JANEIRO," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

[1574]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 6th June, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 1st July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 21st July, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 6th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full rates, in any (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full, and same will be received in the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899.

[1151]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra... 3,406... about... May 30.

Belgian King... 3,379... about... June 20.

Carmarthenshire... 2,929... about... July 20.

Carlisle City... 3,002... about... Aug. 20.

THE Steamship

"THYRA" will be despatched for SAN FRANCISCO and SAN DIEGO, via NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Passage and Freight, apply to the Agency of

THE HARBOUR MASTER'S REPORT.

The Report of the Hon. R. Murray Ramsay, Harbour Master, for 1898, is published in the *Gazette*. We make the following extracts:—

SHIPPING.

The total tonnage entering and clearing amounted to 17,265,780 tons, being an increase compared with 1897 of 1,327,666 tons, and over three-quarters of a million tons more than in any previous year. There were 39,815 arrivals of 8,618,274 tons, and 39,814 departures of 8,617,506 tons. Of British ocean-going tonnage 2,597,342 tons entered, and 2,589,187 tons cleared. Of River Steamers (British), 765,495 tons entered, and 762,634 tons cleared, making a grand total of British tonnage of 8,705,638 tons entering and clearing. Of Foreign ocean-going tonnage 2,737,871 tons entered, and 2,727,339 tons cleared. Of Foreign River Steamers 2,994 tons entered, and 2,231 tons cleared, making a grand total of Foreign tonnage of 4,547,085 tons entering and clearing. Of Junks in Foreign trade 1,814,218 tons entered, and 1,812,470 tons cleared. Of Junks in Local trade 194,291 tons entered and 192,002 tons cleared.

British Ocean-going tonnage therefore represented..... 29.9 per cent. British River tonnage therefore..... 20.4 " Foreign Ocean-going tonnage therefore represented..... 26.3 " Foreign River tonnage therefore represented..... 0.3 " Junk tonnage (Foreign trade) represented..... 21.0 " Junk tonnage (Local trade) represented..... 2.1 "

5,313. Steamers, 236 sailing vessels, and 20,466 junks in Foreign trade, entering during the year, giving a daily average of 66 vessels as against 93 in 1897. For European constructed vessels the average daily entry would be 15.7 as against 13.63 in 1897, and of the steamers arriving 68.12 per cent. were British.

A comparison between the years 1897-1898 is shown in a table. For vessels under the British flag this table shows a large numerical increase, but a comparatively small tonnage increase (673 vessels of 436,884 tons). This is accounted for by an increase in small steamers running from Macao and Canton and the West River Ports, amounting to 759 vessels in 1897, and 1,433 registered tons, and at the same time a decrease in lorries on the same route of 257 vessels of 12,896 tons, the balance, viz. 502 vessels of 130,502 tons, represents the increase in the River trade and this, being deducted from the figures given above, leaves a total exclusively in favor of ocean-going traffic under the British flag of 171 vessels "in and out," aggregating 306,280 tons, or an average of about 1,800 tons per vessel.

For vessels under Foreign flags there is a substantial increase over 1897 (441 vessels measuring 681,252 registered tons), of which, two West River steamers represent 91 vessels and 9,295 tons, and the lorries take another 1,121 tons. Taking these two items into account, a balance is found in favor of ocean-going traffic under Foreign flags, of 339 vessels representing 674,206 registered tons. Of this balance the vessels under the Japanese flag contributed the largest share by 177 vessels measuring 456,176 tons, about one-half of which, or 72 vessels of 195,958 tons, goes to the credit of the Nippon Yusen Kaisha (European line) and 25,426 tons to the three new Pacific Lines; the balance of increase under this flag was made up by outside steamers attracted by the enhanced freights on coal and rice in the first half of the year.

Next in order come vessels under the German flag, after deducting the lorries trade which has dropped out altogether, and those old friends who have left us, we still have an increase over 1897 of 30 vessels of 44,882 tons. The new steamers of the Hamburg-American Line are the chief contributors to this increase, the first of these steamers arrived here in March and at the end of the year they are credited with 34 vessels "in and out" representing 116,670 tons. Nine new ships under this flag also called here during the year representing in the aggregate "in and out" 25 vessels and 28,044 tons; in these last were comprised 3 coal hulks *en route* for Kiangchow and 3 cruisers for the Chinese Government.

The Norwegian flag shows an increase of 123 vessels of 58,809 tons, made up chiefly by 11 new steamers and the return to these waters of some of the older vessels which were away in 1897.

The American flag contributes to the increase 30,778 tons, chiefly owing to the chartered transporters which called here after the fall of Manila, and to the adoption by the Northern Pacific Co. of American nationality.

Danish colours give an increase of 15,641 tons, due to the ships of the East Asiatic Co. which called here first in May and continued during the year.

The Chinese flag showed an increase of 12,159 tons. The Swedish flag deserted us during the year, taking about 24,000 tons, and other nationalities call for no special remarks.

The actual number of ships of European construction—exclusive of river steamers—which entered the port in 1898 was 356, being 239 British and 117 Foreign; these entered in the aggregate 3,564 times, giving a total tonnage of 4,871,218 tons; in 1897 the ships numbered 492 and the entries 3,437; 1896 the ships were 579 and entries 3,285; the total tonnage in 1896 was 4,487,757 and in 1897 it was 4,369,503. The feature in 1898 is that fewer ships made more frequent returns and gave a large increase in tonnage.

The 239 British ships carried 2,401 British officers and 44 foreigners as follows:—
British..... 2,401
Germans..... 8
Americans..... 19
Danes..... 3
Swedes..... 4
Austrians..... 1
Portuguese..... 4
Norwegians..... 4
Poles..... 1

Total..... 2,446

The proportion of Foreigners was therefore 1.8 per cent., comprising 8 nationalities, and a decrease of 0.2 per cent. with fewer ships.

The 377 Foreign ships carried 2,008 officers, of whom 235 were British, as follows:—
Japanese..... 119
Chinese..... 95
French..... 10
Dutch..... 8
Americans..... 2
Hawaiian..... 1

Total..... 335

The proportion of Britishers in foreign vessels was therefore 1.13 per cent., distributed under six different heads, an increase in 1897 of 0.5 per cent. with an increase of 44 foreign ships (or 1.8 per cent.). Chinese vessels carrying 44 per cent. as against about 3 per cent. in 1897.

Of the crews of the British vessels—19 per cent. were Britishers, 1.9 per cent. were other Europeans, 1.7 per cent. were Asiatics. Of the crews of the Foreign vessels—4.0 per cent. were Britishers, 2.6 per cent. were other Europeans, 2.1 per cent. were Asiatics.

Taking the total of entries and departures the average crew of British ships was 67, of which 20 per cent. were Europeans, and for Foreign ships 47, of which 28.6 per cent. were Europeans.

TRADE.

The year 1898 was marked by a large deal in rice and coal and by the introduction of the trade in Bulk oil from Lingkat (Sumatra). A demand for rice in Japan created a market which was largely availed of and the returns for the first half of the year show that 469,000 tons were reported by ships entering, which was over 100,000 tons more than during the whole of 1897, and of which the bulk was *en route* for Japan. The import continued in a lessened degree during the second half and at the end of the year 747,000 tons had been reported, being more than double what it was in 1897. Coal in the first half year showed an increase of 120,000 tons and by the end of the year 817,967 tons had been reported as arriving, being an increase over 1897 of about 36 per cent. Bulk oil, which made a large stride in the first half year, fell off in the second half, but the year shows an increase of 19,580 tons. Case oil was practically the same as in 1897. Sugar and flour show a considerable increase, and the Import Return closes with a net increase over 1897 of 645,428 tons of cargo reported.

In exports, a net increase of 552,072 tons of European-constructed shipping reported an increase of 137,979 tons of cargo. The transit return gives an increase of 167,860 tons.

There can be no necessity for me to again refer to the fact that we are entirely dependent for the above figures on gratuitous information compiled together without any special staff or machinery.

Using the classification adopted in previous years we find that the total import trade of 1898 was represented by 35,005 vessels aggregating 8,453,983 tons, carrying 598,465 tons of cargo, of which 3,938,143 tons were discharged in Hongkong.

Similarly, the export trade of 1898 was represented by 34,989 vessels, aggregating 8,425,504 tons, carrying 3,066,474 tons of cargo, and shipping 493,651 tons of bunker coal.

Comparing the above with 1897 we get the gratifying result that in 1898 the import trade of the colony was increased from all points of view, and that this increase amounted to an aggregate of 598,833 tons of cargo discharged, and further we find that, during the same period and by the same means, others were benefited also, for the cargo in transit was advanced by 167,860 tons.

In exports generally there was an increase of 1,205 ships and 229,151 tons of cargo. During the year 11,958 vessels of European construction, aggregating 13,543,733 registered tons, carried 8,143,566 tons of cargo made up as follows:—

Import cargo	3,388,489
Export	2,241,194
Transit	2,902,322
Bunker coal shipped	493,651
	8,143,566
The total number of tons carried was there- fore 61 per cent. of the total registered tonnage, or 86 exclusive of River steamers, and was apportioned as follows:—	
Imports.	
British Ships	1,929,096
Foreign	1,448,333
	3,388,489
Exports.	
British Ships	1,966,521
Foreign do.	1,044,673
	2,241,194
Transit.	
British Ships	1,189,460
Foreign do.	836,862
	2,026,322
Bunker Coal.	
British Ships	280,471
Foreign do.	213,178
	493,651
Total	8,143,566

The imports are given in the following table:—

Articles	1897.	1898.	Increase.	Decrease.
Beans	11,000	11,000	—	—
Bacon	601,544	817,667	216,123	—
Coal	8,000	10,000	2,000	—
Cotton yarn and cotton	30,000	30,000	—	—
Flour	10,000	10,000	—	—
Hemp	10,000	10,000	—	—
Kerosine	10,000	10,000	—	—
Lead	10,000	10,000	—	—
Oil	10,000	10,000	—	—
Rice	10,000	10,000	—	—
Sisal	10,000	10,000	—	—
Sisalwood	10,000	10,000	—	—
Sugar	10,000	10,000	—	—
Tobacco	10,000	10,000	—	—
Tea	10,000	10,000	—	—
Timber	10,000	10,000	—	—
General	10,000	10,000	—	—
Total	2,745,065	3,388,489	643,424	—
Transit	1,822,054	2,902,322	1,080,268	—
Grand total	4,567,119	6,290,811	1,723,692	—
Net	—	815,888	—	—

THE JUNK TRADE.

A review of the junk trade of the Colony may not be without interest at the present time. In the early days of the Colony's history, piracy in its neighbourhood was more or less common. In its Annual Report for 1865 the Harbour Master says "There can be little doubt that every armed junk becomes a pirate when an opportunity offers," and in 1868, after the introduction of the "Harbour and Coast Ordinance," he says "Formerly there was good reason to suppose that piratical vessels were fitted out in this harbour, Free Trade amongst junks had become Free Trade amongst pirates, and the pirates of our waters had unlimited ingress and egress all hours of the night and day." Ordinance No. 6 of 1866—"The Harbour and Coast Ordinance," which came into force on 1st January, 1867, made provision for the regulation and control of junks; most of its provisions have been re-enacted from time to time since, and the regulations now in force are for all practical purposes the same as in 1867 and are briefly as follows:—(1) Unlicensed junks and (2) Licensed junks. These classes are again divided into—(1) Trading junks and (2) Fishing junks.

Unlicensed junks are required—(1) To anchor in certain places called "Anchorage for Junks" and from which they may not remove without permission. (2) To report their arrival. (3) To give notice of intended departure. (4) Not to leave at night.

Licensed junks, on complying with certain conditions as to giving security, &c., may be granted a license by the Harbour Master, either for trading or fishing, for which a fee is paid, the maximum being \$20 a year. She then obtains the following advantages:—(1) No restriction as to place of anchorage. (2) On payment of a fee of 25 cents she is granted a special permit, good for one month, absolving her from reporting each arrival and intended departure. (3) If a fishing junk, she is granted a permit on payment of a fee of 25 cents, allowing her to leave during certain hours of the night and early morning.

In 1867, 2,078 Trading junks of 1,367,702 tons entered, and 20,443 of 1,333,700 tons cleared; in addition 1,444 Fishing junks were licensed during the year and the greater number of these came in or left daily during the winter months.

In 1868, 29,466 junks of 1,814,218 tons entered and 29,470 of 1,812,470 tons cleared, also 5,797 Fishing junks were licensed.

In 1868, Customs Stations were established in the vicinity of the colony by the Viceroys "lekin" and opium duty, but this soon became a thing of the past, and the stations (see Sir James Russell's report 1886), and in 1889 the Harbour Master reported "I think the decrease in tonnage in junks can reasonably be attributed to the existence of these Stations (Customs) and to the activity of the cruisers attached to them."

In 1874 a Commission, which had been appointed to enquire into "complaints made against the action of the Chinese Maritime Customs in the neighbourhood of the colony and the alleged demand to trade arising from such action," submitted their report. They found in the course of their investigation "that a most vexatious system of blockading is kept up at all the entrances to the harbour by a number of boats in the employ of the Hoppo of Canton, the salt farmer, and the collector of the lekin tax, and that these craft continually make use of force and encroach into the waters of the colony and actually capture junks therein."

The proceedings of these blockaders, which were gravest in character, were the stopping of goods of lawful merchandise laden in the Colony and compelling them to go to Canton and pay duty on their cargo—a practice which was carried on extensively; and further, the seizure of junks bound to the Colony from ports in Formosa and elsewhere and the taking of these to Canton to be mulcted in heavy sums, or possibly to be condemned and sold. The Commission should endeavour "to prevail on the Government of China to remove altogether the Customs Stations and Cruisers from the neighbourhood of the island, and to arrange that duties be collected only at those ports or places at which there exists an export or import trade, and that should the Chinese Government refuse to remove the Stations and Cruisers altogether, it might be urged upon them to remove these to a greater distance than they are at present, say, not nearer in any case than ten miles from the entrances to the harbour."

Whatever may have been the cause, it appears that after 1875 the junk trade, as represented by the Harbour Master's returns, began to improve, and in his report for 1877 the Harbour Master said "It was the general opinion, and I shared in that view, that the blockade would have a tendency to check the trade and consequent prosperity of the Colony, but in the face of the figures which the returns exhibit, an unable man longed to see that the value of the blockade has been so detrimental as it was thought it would be." The figures referred to showed in 1878 an increase over 1177 of 1,186 junks entering, and the Harbour Master attributed some of this increase to more correct records being kept in consequence of an additional outstation at Yumait. However, there were still complaints of the seizure of native craft carrying so-called "cantrabans."

From 1877 to 1878 the junk trade, according to the Harbour Master's reports, fluctuated between 1,600,000 and 1,800,000 tons entered yearly. The highest figures ever attained previously being 28,340 junks of 1,871,810 tons entered in 1872.

In 1887 as a result of the Commission which sat in pursuance of the Chefoo Agreement (1876), and the additional Article to the Agreement (1885) the collection of duties on goods imported and exported in junks, devolved upon the Foreign Collector of Customs, and the Customs House was placed under the direction and supervision of a European Commissioner (Mr. F. A. Morgan).

It cannot, I think, be denied that, even since this change was made just causes of complaint have at times arisen, and I am persuaded that causes of complaint will continue to arise if the Customs officers are vigilant and zealous, the difference from the old state of things being that vigilance and zeal will be the disturbing causes, instead of rapacity and dishonesty. The only real panacea is the removal of the Customs House, viz., the Customs Stations themselves.

A careful consideration of all points of the question which occur to me draws to the conclusion that, inconvenient though it is, and contrary to the usual manner of nations, we have up to the present no right to object to these stations; I do not think we have any legitimate grievance against the Chinese Government because it endeavours to prevent junks trading to Chinese ports with what it deems to be contraband, or to smuggle dutiable goods, no matter where the cargoes have been obtained, always provided that this does not lead to a violation of our territorial waters and that vessels and goods to and from Hongkong are not subjected to any other charges beyond what has been fixed by treaty.

At the same time I consider that we allow our hospitality to err, even to indiscretion, and we put a weapon in their hands to be used against us, when we allow a Chinese Customs establishment in our midst, for there can be little doubt that by this means our prestige suffers in the eyes of the natives, and what perhaps is of more practical importance, an intimate knowledge can be obtained in the Colony of trading transactions, which, perfectly lawful and harmless so far as our Free Port is concerned, may in China be subject to those Rules appended to the Tariff which restrict the import of certain descriptions of goods except under special conditions, and I can see no present practice of closely investigating our port with Customs Stations on all sides and in its midst, it must be allowed that with the exception of the latter, all these Stations are in Chinese territory, and their closeness may be excused on the ground of the geographical position of the base of operations of those whose business theirs is to watch. The small island of Hongkong with its 50,000 or 60,000 junks annually coming and going, over five-sixths of which trade to and from Sun On and West River and Canton Districts, and all of which radiate to all points of the compass within an hour or two of leaving this Free Port, offers some reason for the Chinese Government pressing home its revenue protectors as close as they can. That reason disappears, however, with the extension of British territory, and the protector's line should fall back simultaneously with this extension, and China should protect her revenue in her ports of entry and clearance instead of reversing the practice of civilization and protecting it at the Foreign Ports to which she exports and from which she imports.

How far the existence of these Customs Stations has interfered with our junk trade in the past is problematical, and the only solution to be arrived at is by inference, since all question as to China's undoubted right to collect her Customs revenue somewhere, in her own territory or waters, and it is impossible to say that our junk trade would have been larger if she had collected her Customs duties at the ports of origin and destination of the goods, instead of at intermediate stations close on our border.

In 1884, our junk tonnage was 40 per cent. of the European tonnage; in 1897, it was only

22 per cent. and, if certain licensed junks which are engaged in the conveyance of salt, contractors in salt which have only been taken into our returns during the last few years, were omitted, the decrease would be even more marked.

On the other hand, our returns show an increase of European ocean-going tonnage since 1880 of 15.33 per cent. while the Customs returns show an increase in the number of junks trading to and from Hongkong and passing the Stations, of 30.37 per cent., and it is very probable that the Customs returns are far more accurate with regard to junks than our own, the circumstances of a Free Port, added to the difficulty of distinguishing and identifying native craft, together with the well-known propensity with which Chinese lie, without hesitation, renders the task of keeping an absolutely correct return of some 50,000 or 60,000 junks annually almost impossible with a staff of two Junk Inspectors in Victoria and of one at the outstations whose sole duty it is, and I am forced to the conclusion that a number of these junks come and go without leaving any trace on our records. In 1897 as in 1877 more correct returns would in all probability account for a further apparent increase in the junk trade; but this correctness cannot be derived at without additional staff and expenditure.

In 1893, this Department began to try to gauge the amount of cargo tons represented by the registered tonnage of the Shipping frequenting the Port. There is no special staff or machinery for this and its correctness or otherwise depends on reports and returns made direct from the Shipping, or through the Agents. In 1893 the amount of cargo discharged from European ocean-going shipping was given as 2,717,910 tons. In that year junks exported 845,177 tons. In 1897 the European cargo was 2,566,438 and junks exported 684,320. Assuming for the moment that the cargo exported by junks was entirely made up of that discharged from the ocean-going European ships, these junks distributed 31 per cent. in 1893, and 26.3 per cent. in 1897 which was a bad year for junks. But the Customs returns for reference, namely the value of the trade in junks between Hongkong and China. In 1888 this was Hk. Ts. 33,495,546, in 1893 it was 39,938,740, and in 1897 it was 39,991,611 giving an increase of 19 per cent. in the 10 years to put against an increase of 25 per cent. in the registered tonnage of European ocean-going shipping during the same period.

Year.	Imports from Hongkong and China.	Exports to Hongkong and China.	Total.
1888	3,476,700	3,341,456	6,818,156
1889	3,711,700	3,080,108	6,791,808
1890	3,711,700	3,080,108	6,791,808
1891	3,711,700	3,080,108	6,791,808
1892	3,711,700	3,080,108	6,791,808
1893	3,711,700	3,080,108	6,791,808
1894	3,711,700	3,080,108	6,791,808
1895	3,711,700	3,080,108	6,791,808
1896	3,711,700	3,080,108	6,791,808
1897	3,711,700	3,080,108	6,791,808

Still another test that can be applied in this. In 1893 (the first year that we collected the cargo returns) European tonnage discharged 2,717,910 tons of cargo and the value of the foreign goods exported (according to the Customs House Hk. Ts. 17,662,517 or in the ratio of 1 ton to 6.4 Hk. Ts. In 1896 the ratio had risen to 1 ton to 8 Hk. Ts., but it dropped in 1897 to 1 ton to 8 Hk. Ts., owing in the opinion of the Commissioner of Customs, to transit privileges favouring at that time shipments in European bottoms instead of in junks.

Whether or not there should be a fixed ratio between total European tonnage and the total junk tonnage frequenting the port, I think, very doubtful, because, in the first place, it is not the sole distributor of goods to non-territorial ports, with which it is probable trade does not expand rapidly, and, in the next place, the European (tonnage) is not solely employed in the carriage of goods to be distributed from Hongkong as a centre, for a not inconsiderable portion of the cargoes is in transit to more distant ports.

In 1893 the cargo discharged in Hongkong from ocean-going ships amounted to 74 per cent. of the registered tonnage arriving, and the transit cargo was 36 per cent. In 1897 the cargo discharged was only 50 per cent. while the transit cargo had gone up to 42 per cent.

PASSENGER TRAFFIC.

Arrivals.	Departures.
British ships..... 130,776	139,574
Foreign ships..... 65,820	64,665
River steamers..... 59,012	56,627
Launchees..... 2,390,985	2,388,982
Junks..... 124,009	128,320
	3,290,902
	3,285,174
Difference—Excess of arrivals	5,728

REVENUE.

Total revenue collected by the Harbour Department during the year was \$183,628.01, a decrease of \$20,657.11 on the previous year, which is more than accounted for by the reduction of the rate of Light Dues from 21 cents to 1 cent.	
Light Dues..... \$1,645.15	
Licences and Internal Revenue..... \$31,516.00	
Fees of Court and Office..... \$100,456.86	
Total..... \$183,628.01	

On 31st December there were 147 Steam Launches employed in the Harbour of these 98 were licensed for the conveyance of passengers, 72 were privately owned, 12 were the property of the Colonial Government, and 3 belonged to the Imperial Government in charge of the Military Authorities.

One Master's Certificate was suspended for 2 weeks, two for one month, one for a month and three for 3 months.

EMIGRATION.

60,412 Emigrants left Hongkong for various places during the year; of these 47,278 were carried by British ships, and 13,133 by Foreign ships; 105,441 were reported as having been brought to Hongkong from places to which they had emigrated, and of these 69,654 were brought in British ships, and 22,747 by Foreign ships.

SUNDAY CARGO WORKING.

During the year 238 permits were issued under the provisions of the Ordinance; of these 66 were not availed of its being found unnecessary for the ship to work cargo on the Sunday, and the fee paid for the permit was refunded in each case, and 21 permits were issued free of charge to mail steamers. The revenue collected under this heading was \$25,925.17, which was \$14,775 more than in 1897.

The Revenue Collected during the year, also, the Ordinance came into force in 1897, it was only

1892.....	\$ 4,800
1893.....	\$ 7,000
1894.....	\$13,775
1895.....	\$16,600
1896.....	\$ 7,725
1897.....	\$11,650
1898.....	\$25,925

As a revenue raising measure, therefore, it has been very successful, as a prevention of Sunday work, however, not much can be said for it; 1 per cent. of the total ocean-going tonnage entering availed of it in 1893 and 7 per cent. in 1898.

MARINE SURVEYOR'S SUB-DEPARTMENT.

Form No. XXII shows the report as furnished by this branch of the Harbour Department, and in forwarding this I again desire to record my appreciation of the manner in which the work of this sub-department is carried out. In my annual report for 1894 I referred at length to the case of the Government Marine Surveyor and his Assistant, and I reproduced an extract from a report made by me in a letter dated 14th June, 1892, as follows:—

"The duties of these surveyors, I am convinced, are very onerous, the inspection of boilers and engines, especially during the hot weather, being most trying. They are also required to be on duty at the completion of the survey is the final net before she again leaves. They cannot even afford to wait for their passenger certificates, clearances being frequently granted them by me on receipt of a report from the Surveyor that the requirements of the law have been complied with."

"It is, therefore, most important that the work of surveying vessels should be carried on as expeditiously as possible, and the importance of this surveyors renders it imperative that the examination should be thorough; in order to insure these conditions it is necessary that there should be an adequate and efficient staff. I have seen from the report of Mr. Dixon attached hereto that the survey of a vessel for Passenger Certificate occupies himself and his Assistant eight hours, spread over a number of visits, about four. The time consumed, however, on this work is often considerably in excess of this eight hours, as the ship may be anywhere between the Hung Hom Docks and Aberdeen other surveys though not occupying so much time, in each case, are made under somewhat similar circumstances."

"There are four local Marine Surveyors carrying on business in Hongkong; in addition to these, some of the Steamship Companies employ special surveyors for their vessels. The Government Marine Surveyors, practically do a very large proportion of amalgamated work of all these, having at the same time to so arrange that it is possible there should be no delay or inconvenience to any one. No easy matter in a place where, as may be expected, each owner or agent considers his own interest as paramount."

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA
(Fratelli & Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN,
SUZ, PORT SAID, NAPLES, LEG-
HORN, GENOA. (DIRECT WITHOUT
TRANSIT.)

Having connection with the Company's Mail
Steamers to VENICE and TRIESTE,
ODRESSA, NEW YORK, all MEDIT-
TERRANEAN, ADRIATIC, LEVANTINE
NORTH & SOUTH AMERICAN
PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BISAGNO,"
Captain Maganzini, will be despatched as above
TO-MORROW, the 16th instant, at Noon.
At Bombay the Steamers are discharging in
VICTORIA DOCK.

The Steamer has Superior Accommodation

For Passengers.

For Further Particulars regarding Freight

and Passage, apply to

CARLOWITZ & Co.,

Agents.

Hongkong, 15th May, 1899. [639a]

THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED.

FOR MANILA

THE Company's New Steamship

"DIAMANTE,"

Captain Taylor, will be despatched for the

above port, TO-MORROW, the 16th instant, at 5

P.M., instead of as previously advertised.

The attention of Passengers is directed to

the excellent accommodation provided by this

steamer. She is fitted throughout with Electric

Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

General Manager.

Hongkong, 12th May, 1899. [641a]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR SWATOW AND TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above

on WEDNESDAY, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 13th May, 1899. [558a]

FOR SHANGHAI, YOKOHAMA & KOBE.

THE Steamship

"BIRCHTON,"

Captain Delleme, will be despatched as above

on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 12th May, 1899. [644a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above

on TUESDAY, the 23rd May.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 24th April, 1899. [561a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED,"

will be despatched for the above port, on or

about the 24th instant; to be followed by the

S.S. BENLOMOND about 3rd June.

For Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 12th May, 1899. [547a]

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN,"

Captain Fairweather, will be despatched for the

above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF"

and S.S. "FRIDT" at short intervals.

For Freight, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 13th May, 1899. [546a]

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from E.W.
FRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,

Proprietor & Manager.

Hongkong, 28th April, 1899. [12]

For Nervous

Exhaustion

CHAPOTEAU'S

Phosphoglycerate

OF LIME

The modern restoration

of the nervous system.

For brainworkers, professional

men, teachers, students,

etc., and to all who suffer from

nervous debility, of nervous

origin and cerebral

dysfunction.

It is readily assimilated and

promotes digestion.

PHOSPHOGLYCERATE-SYRUP

(CHAPOTEAU'S)

PHOSPHOGLYCERATE WINE

(CHAPOTEAU'S)

PHOSPHOGLYCERATE CAPSULES

(CHAPOTEAU'S)

PARIS, FRANCE.

Sole Importers, HONGKONG.

Consignees.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. & P.

S. N. Co's Steamers

From Madras, ex S.S. *Loolana*.

Goods not cleared by the 15th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 9th May, 1899. [5]

TOYO KISEN KAISHA.

NOTICE

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU."

The above Steamer having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignee's risk

and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 9th May, 1899. [1310]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

This vessel brings on Cargo—

From London, ex S.S. *Himalaya*.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N.

Co's Steamers.

From Zanzibar, ex S.S. *Rajpootana*.

Optional goods will be landed here unless

instructions are given to the contrary before 1

P.M. TO-DAY.

Goods not cleared by the 17th instant, at 4

P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the

Godowns and a certificate of the damage ob-

tained from the Godown Company within ten

days after the Vessel's arrival here, after which

no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 11th May, 1899. [5]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"

having arrived from the above ports, Consignees

of cargo by her, are hereby informed that

their goods, are being landed at their risk in the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Limited, at

Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 10th

instant will be subject to rent.

No Fire Insurance has been effected. All

claims for damages and/or shortages not later

than the 25th instant, otherwise they will not

be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 12th May, 1899. [643a]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID,

ADEN, KARRACHI, BOMBAY,

PENANG & SINGAPORE.

THE Steamship

"VINDOBONA,"

having arrived Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk in the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained.

This vessel brings Cargo—

From Trieste, ex S.S. *Imperatrice* transhipped

at Bombay.

From Venice, ex S.S. *Matthias* and*Carliotta* transhipped at Trieste.

Optional Cargo will be discharged here unless

notice to the contrary be given immediately.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the office of the Undersigned before

Noon on the 19th instant, or they will not be

recognised.

No Fire Insurance has been effected, and

any Goods remaining in the Godowns after the

19th instant, will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,

Agents.

Hongkong, 12th May, 1899. [639a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO,

LONDON AND STRAITS.

CONSIGNEES of Cargo by the

S.S. *Glenloch* are hereby informed that the

steamer left Singapore on the 10th instant, and

is expected here on the 16th instant.

Optional Cargo will be forwarded on unless

intimation requesting it to be landed is lodged

with the Undersigned by Noon on the 17th

May.

MCCREGOR BROS. & CO.,

Agents.

Hongkong, 13th May, 1899. [646a]

Consignees.

THE CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, AND LIVERPOOL.

THE Company's Steamship

"KINTUCK"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

are being landed at their risk in the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Kowloon, whence delivery

may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent in to the Office of the Undersigned before

Noon on the 17th instant, or they will not be

recognised.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 17th instant.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 17th

instant, will be subject to rent.

Optional Goods will be landed here unless

instructions are given to the contrary before

Noon, TO-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,

Agents.

Hongkong, 13th May, 1899. [648a]

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG

TELEGRAPH" have this Day been

removed to No. 50 QUEEN'S ROAD

CENTRAL, 5th Floor, the premises

formerly occupied by Messrs. POWELL &

COY., to which address all communications should

be addressed.

—ETH. F. SKERTCHLY

Manager.

Hongkong, 1st May, 1899.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL HONGKONG,

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c., &c., &c.,

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS' STORES AND REQUISITES